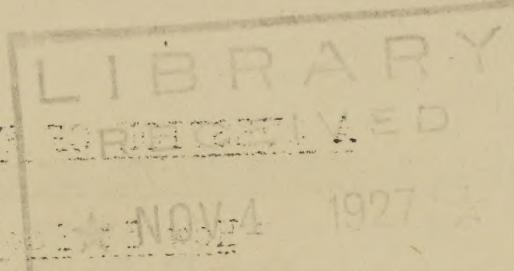


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UNITED STATES DEPARTMENT OF AGRICULTURE.

Extension Service

Office of Exhibits

A Summary of the Exhibit

A QUESTION OF ECONOMICS

This pictorial booth exhibit illustrates the saving in operating costs of motor vehicles that is made possible by road improvement.

Specifications.

Floor Space required ----- width ----- 10 feet.
depth ----- 5 feet.

Wall Space required ----- None.

Shipping weight----- 294 lbs.

Electrical requirements----- None.

A QUESTION OF ECONOMICS

How It Looks.

The booth is highly pictorial and the subject matter is illustrated with attractively colored paintings. On the center panel is a representation of the public scrutinizing the highway budget for the ensuing year and comparing road expenditures with tax receipts. On the left panel is the picture of a country school room with the teacher at the blackboard demonstrating to the children the relation of road expenditures to the national bill for non-essentials. Upon the wall is a map of the Federal-aid highway system.

On the right panel is pictured a salesman displaying an automobile to some prospective purchasers. A trunk highway packed densely with motor vehicle traffic of all descriptions illustrates the expenditures for motor vehicles which are continually increasing in number.

What It Tells.

The booth answers the question "Does road improvement pay?" The experience of Maine is cited as a convincing argument. In that State in 1924 the travel amounted to the equivalent of 456,000 automobiles passing over every mile of her 300 miles of most important highways. The cost of paving these roads would be \$45,000 a mile. By actual test motorists would have 2.7 cents a car-mile on every mile paved. In a year 456,000 motorists would save \$12,300 a mile which would pay for the paving in less than five years.

In 1924 the people of the United States spent over eight billion dollars for tobacco, beverages, theaters, candy, perfumes, chewing gum and other non-essentials. One billion dollars was spent for roads. Half the annual expenditures for non-essentials would build the whole Federal-aid highway system. These figures do not imply that it is possible to reduce the annual expenditures for non-essentials and divert the saving into roads. They do illustrate, however, the extremely low expenditures which are being made for roads - the arteries of the nation - as compared with luxuries which add only indirectly to the National wealth.

The Motor vehicle pays the bulk of the road bill in taxes on cars and parts and license fees and gasoline taxes. In 1924 the Federal and State expenditures for roads amounted to \$692,343,184. The income for the same year from excise taxes on motor vehicles, property taxes totalled \$536,442,336. It is evident from these figures that the motor vehicle met 77 per cent of the cost of State and Federal-aid road construction in 1924. When it is considered that improved roads raise land values, improve rural education and are responsible for numerous other beneficial results for which the beneficiaries pay no direct tax, it seems that the motor vehicle is paying an equitable share of our annual road bill.

Where to Get Information.

The following publications may be obtained free of charge from the U. S. Department of Agriculture, Washington, D. C.

Motor Vehicle Fees and Gasoline Taxes, Public Roads Vol. 5, No. 7, September 1924.

Motor Vehicle Registration 15,092,177, Public Roads Vol. 5, No. 2, April 1924.